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PORTUGAL AT THE
CONFERENCE.

GREAT BRITAIN'S SUPPORT.
FUTURE OF THE COLONIES.

Lisbon, September 12th.

For those interested in the Portuguese politics the holiday reading this summer has been provided by the book by Senhor Egas Moniz, published last month, and entitled "Um Ano de Poltrona." The author was appointed by the late President Paes, Portuguese Minister in Spain, Foreign Minister and head of the Portuguese Delegation at the Peace Conference. His book, after a rapid survey of previous events, deals mainly with the renewal of relations between Portugal and the Vatican effected through negotiations between himself and Monsignor Ragonesi, and Portuguese interests at the Peace Conference. It is also concerned incidentally with Portugal's part and policy in the war, and with the future of the Portuguese colonies.

Pending the publication of the White Book this volume throws light on several questions of importance, and gives some welcome information concerning the Presidency of Senhor Sidonio Paes, and the relations between Portugal and Great Britain. It is an interesting fact that the author has nothing but praise for the attitude of Great Britain towards Portugal during the Peace Conference, and it was only after he had been recalled in March of the present year that Portugal began to hear from his successor how abominably Portugal was being treated. Senhor Egas Moniz pays several tributes to Mr. Balfour, whose charm he felt at the Foreign Office, and in Paris, and to Sir Eyre Crowe, and he declares that the English delegates were the only ones who succeeded in supporting us effectively (p. 172), that "while I was at the head of the Delegation the support of Great Britain never failed us in the hours of greater difficulty" (p. 163), and that "it was England that defended our cause in difficult moments" (p. 413). He considers that things were going excellently for Portugal when the whole Delegation was recalled as the result of the Democratic Party's triumph in Portugal. He prints a delicious despatch (p. 397), in which the Minister who was acting for him at Lisbon as Foreign Minister, after summarily dismissing the man who had done the work and, replacing him with seven others, ends with a lament that it was a pity that they could not all remain, both those thus dismissed and their successors.

THE TROOPS IN FRANCE.

Concerning Portugal's policy in the war, some confusion has prevailed owing to the failure to distinguish between her taking the side of the Allies, as to which there was scarcely any difference of opinion in Portugal, and her sending troops to France, as to which there was a great deal. It is no secret that it was the Portuguese Government which insistently asked that Portugal should fight in Europe as well as in Africa, and that it was as a result of these official representations that the British Government formally requested Portugal to co-operate in France. From the Portuguese point of view (apart from party considerations) there is much to be said for this active co-operation. Her sufferings and sacrifices, which had already been great in Africa and Portugal, might otherwise have passed unnoticed. But it is natural enough for the Portuguese to be asking themselves now what they have gained by it all except a famous victory. No one travelling from Lisbon to Madrid can help thinking how pleasant and profitable it would have been to be a neutral. As a matter of fact, neutrality would not have been profitable, but ruinous. Portugal. It would have meant the loss of her colonies, and it is in the security of the colonies and the possibility of their development that will lie her best reward.

At the same time Portugal will have a real grievance against the Peace Treaty if she does not obtain very heavy reparations from Germany. I think that is the unanimous feeling of Englishmen in Portugal, and I think that Germany attacked Angola perfectly unscrupulously before a state of war existed between Germany and Portugal, and that the additional debt caused by the war arouses the gravest fears for Portugal's financial position, unless she can obtain a new prosperity from the development of the colonies. And not only does justice demand that she should receive capital for their development, but it would be exceedingly bad policy on the part of the Allies not to see that she gets it, since the development of the Portuguese colonies will favourably affect the African colonies for other countries, and the whole of African trade.

COLONIAL SCHEMES.

This volume contains colonial projects involving an expenditure of \$22,000,000, of which \$18,000,000 is for new railway schemes. But the whole capital required is far greater and more closely approximates to the \$100,000,000 which is the sum which the war is calculated to have cost Portugal. It is interesting to observe that in a Portuguese Note presented at the Peace Conference it is stated that Portugal intends to "accept and welcome the advent of foreign (Allies) capital and initiative" in the Portuguese colonies, to send Portuguese and foreign (especially English) specialists to study the resources of the colonies, and to grant concessions to Portuguese and Allied companies, "naturally giving the preference" among the latter "to Great Britain."

It is to be hoped that the Portuguese Government is acting up to these professions, since the future of the Portuguese colonies depends on it, and even delay in this matter may spell ruin. It is suicidal folly to pretend that the Portuguese can be sufficient unto themselves in Africa. The plain truth is that they are not, and could not be, in so vast an enterprise. Moreover, never before has foreign co-operation in the Portuguese colonies been fraught with less peril for Portugal, since, after her part in the war, everyone respects her right to the absolute sovereignty of all her dominions. If, by her action now, she justifies the goodwill of the Allies her future should be not only good but excellent. Happily it is becoming realised in Portugal that it is more

(Continued at foot of next column.)

SUSPEND WORK ON SHIPS!
WHAT THE NAVY THINKS OF THE
FUTURE.

[BY H. C. FERRARY, "DAILY EXPRESS"
NAVAL CORRESPONDENT.]

It is always interesting to spend a week or two about with the officers of the Navy. It takes one's mind rapidly from the theoretical to the practical. The past few days that I have spent in the First Battle Squadron have been more than usually interesting, because it has been possible to discuss with the men who are responsible for the Navy of tomorrow the many debatable things which Lord Fisher has thrown overboard among his verbal depth charges.

I should not be exaggerating if I said that the bulk of service opinion considered Lord Fisher to be indulging in the exaggerations inseparable from advancing years. At the same time, there is a school in the service, and it is largely a school of younger men, who see truth in such phrases as "Air fighting dominates future war both by land and sea," and "By sea the only way to avoid the air is under the water."

TORPEDO ATTACK.

Those who subscribe to these sentiments are largely specialists either in submarines or in aviation, and their opinions are naturally tinged by their professional training, but I am inclined, nevertheless, to give them publicity, because it is of the utmost importance that the views of these young men, who have done great things under active service conditions, should be heard now equally with the voices of the senior men who have grown up in an older tradition. I do not say that youth has the monopoly of wisdom in these matters, but there is no reason that it should have the monopoly of silence.

Discussion centres largely at the moment around torpedo attack. In the first place, the post-war torpedo is a far more formidable weapon than that which was used at Jutland, and the employment of it is regarded differently, particularly as regards big ship actions. There is no longer that tendency to regard each torpedo as a separate projectile; each is considered solely as a unit in a whole field of locomotive mines.

That is a big change in itself, and must have a striking influence on tactics. An influence of which Jellicoe showed us a foretaste at Jutland when he was fighting under practically unknown conditions. The line of thought which he followed there will largely be the line of thought that admirals in the near future will follow when confronted with a similar problem, because the consensus of service opinion is that it was the only sane course to follow.

AIRCRAFT.

Much more dramatic, however, is the employment of torpedoes by aircraft. We had a taste of that in the First Battle Squadron at Portland just before the "Joy-ride" began. Aeroplanes carrying torpedoes made an attack on the Atlantic Fleet, preceded by other flying machines carrying smoke bombs, and succeeded in landing quite a high percentage of their torpedoes in the hulls of the battleships. I am betraying no secret if I say that that attack has given rise to considerable discussion, and also to not a little misgiving. I dealt with this problem to some extent in the course of the war in the "Daily Express" at the time the Germans used torpedoes from aeroplanes against merchantmen in the North Sea. The original idea was not theirs. We had then developed it to a considerable extent; but it fell to them to bring the idea into public notice.

An aeroplane with a flying range of some 500 miles, capable of carrying two 21-inch torpedoes and discharging them at a battleship from a height of about twenty feet from the water behind a smoke cloud laid by other aeroplanes is a factor in future warfare that we cannot afford to overlook. Whether the antidote is to be found solely in the submersible ship, as Lord Fisher says, or in the "blistered" ship with practically explosion proof hull, which is the present belief of the service, we can only determine in the course of time.

SUBMARINES.

We have, it is true, shown in the M class that a submarine can be built to carry heavy guns. We have shown, too, that submarines driven by steam can attain the speed of battleships. We have produced submarines whose speed of submergence and facility of submergence approach the ideal for Fleet work. Nevertheless, we have not yet approached the submersible with the hitting-power and the sustained seapower of the battleship as we know it today.

The circumstances of to-day are such that the Fleet is almost entirely of opinion that all new construction should be temporarily suspended. It is felt that the Admiralty Committee on New Construction should be given a chance to go into the problems.

patriotic to work in the colonies than to conspire at home, and quite as interesting. The admirable good sense of President Paes is more than once made clear in this book, clearer, perhaps, than the author realises. It is seen in the despatch which he sent to Senhor Egas Moniz in London a few hours before his death, in which, while emphasising Portugal's unquestionable right to the whole of her existing possessions, he strongly deprecates the demand, on her part, for any new addition of territory, he declares that, in the event of an offer of the kind being made, it would be preferable to put forward something more useful. His firmness and clear-sightedness would have saved Portugal an immense amount of money and of time, both of which are now being squandered on what seems to be the uninitiated, an unnecessarily extensive scale.

A NEW PHILOSOPHY OF THE
UNIVERSE.
THE THEORY OF RELATIVITY.

[CONTRIBUTED.]

"A new philosophy of the Universe" is the description given by the Press to the announcement that one piece of evidence at least has been obtained experimentally by the Astronomer Royal in favour of the Theory of Relativity. No theory that has been promulgated has ever been developed so rapidly, or been subject to such searching criticism. To its curious nature it owes its invulnerability, and even if finally it is relegated to the dust-bin of waste notions, it will probably be on its way to a distant future, as a chief tenet of certain discarded theories, such as Bohr's theory of gravitation, it explains the facts; and like this theory, it evades disproof, and the only evidence likely to be against it is that of improbability.

The subject of relative motion is one which presents itself at a very early stage in the development of mechanics, and we may regard it as having been placed on a definite basis by Newton. He showed that it is impossible to determine the absolute velocity of a body through space. All motion is relative, and the laws of motion, as stated by Newton, are equally applicable whether the point from which we are measuring is at rest or in motion. A missile hurled from a train in the direction of motion is much more destructive to a stationary object than one hurled in the opposite direction; but as far as objects on the train are concerned, it is equally destructive whether hurled forwards, backwards or sideways.

The very simplicity of the laws of actions between bodies is, to many, philosophical evidence in favour of Newton's view. These simple laws are equally true whether our axis is moving or stationary. The space with which we deal is one aspect of the relations between phenomena, but at least as far as motion is concerned, the movement of this space is without effect. In setting out his scheme of dynamics, Newton postulated an absolute standard in space, relative to which all velocities are measured. Such a beginning was suggested by the history of the astronomical problem with which he was dealing. Copernicus shifted the centre of the Universe from the earth to the sun; it was but a short step in thought to assume that even the sun was not the absolute centre of the Universe. The theory as left by Newton is simply that it is impossible on mechanical grounds to determine the absolute velocity of any body, all that can be determined is its velocity with respect to others. The doctrine is not metaphysical; it does not deny absolute space or direction; it merely denies the possibility of determining them.

Later, the relativity of electrical charges and electrical pressures was established. It is extremely unlikely that the earth, although generally assumed to be unchanged, is actually so. Yet it is easily proved that what charge will have no effect whatever upon the forces between bodies in the neighbourhood of the earth and just as dynamics can be developed on the assumption that the earth is at rest, electrical theory can be developed on the assumption that the earth possesses no electrical charge. In other words, it is not possible by electrical phenomena to determine whether the earth is charged, any more than it is possible by dynamical phenomena to determine whether the earth is at rest.

The limited scope of the principle of relativity as it stood has always been a rather unsatisfying doctrine to the mind. When the wave theory of light became firmly established it was almost with a sense of relief that the suggestion of a universal ether was hailed as offering a possibility of a return to the absolute. Here was a medium of reference with respect to which the velocities of bodies could be measured. Subsequent to the assumption of the medium the properties of this ether were developed until it became a physical entity as matter itself. Then arose the attempt to measure the velocity of the earth with respect to this all-pervading medium. Such a quest has no meaning, of course, apart from a definite conception of the ether. The medium is defined only by the properties with which matter placed in it is invested. It is, in fact, nothing beyond an aggregate of the functions which it serves, though we find it difficult to conceive it except in some concrete existent form.

This motionless or stagnant ether having been adopted, it came as a surprise that it was found impossible by any experimental means to determine the motion of the earth through it. Several methods of experiment offered themselves, but each one gave the same negative result. Briefly, the methods were these: The velocity of light was measured both in the direction of motion of the earth's surface and in the opposite direction. If the earth were moving with respect to the ether, then a difference in velocity should have been evident. But a difference could not be detected. The only obvious explanation seemed to be either that the earth was at absolute rest with respect to the ether, or that the ether dragged the ether with it as it moved through it. Both are equally inconceivable. The first would bring back the centre of the whole universe to the earth. The second would bring the earth to rest very rapidly. One explanation put forward by Fitzgerald and Lorentz was that space was oriented, and that the failure of our apparatus to determine differences in the velocity of light in various directions was due to the fact that all measuring devices were different in length when they were placed along the ether stream from what they were when placed across the stream. The idea, distasteful as it was, held the field for some time, as the only possible explanation, until once more the theory of relativity was put forward in a much more complex form by Einstein and his co-workers. The theory, as stated by them, is that it is impossible by any means, either dynamical or optical, to determine the absolute motion of a body, the earth may be moving with respect to the ether, but any attempt to determine this motion by physical means must end in failure. The boldness of such a theory demands attention; yet, all embracing as it is, it seems to evade any

(Continued at foot of next column.)

UNREST IN EGYPT.

BRITISH ADVISERS AND NATIVE
OFFICIALS.

Sir F. D. Lugard, formerly Governor
of Hongkong, in a letter to *The Times*,
says:—

In the last of the very interesting articles on Egyptian unrest your correspondent comes to the root of the matter, in the endeavour to analyse what the Egyptian who craves out for independence means by the term. He criticises the system under which the Mudirs (Provincial Governors), "often men of great ability and long experience, in some cases 30 or 40 years," are bound to take the advice given to them out of his ignorance by the British Inspector, a young man fresh from England, who is attached to the province, even though that advice may be opposed to the Mudir's own mature judgment.

Your correspondent proposes that these junior Englishmen should become executive officials, responsible to their Egyptian official superiors—the Mudirs and Ministers—who are in turn controlled by the British Advisers to the Ministers, and by the High Commissioner. I venture to think that there are few British officers who have been charged with high administrative responsibility overseas who would not view with extreme misgiving an attempt to place British officials under Egyptian Governments. However anxious both might be to fulfil their obligations with loyalty, nothing but disharmony and friction could result, and the best qualities of both would be nullified. There is no need to labour the point, the experience of the Empire attests it.

As I am allowed to suggest an alternative, I let the Mudir take his orders only from his own Egyptian superior—the Minister—who is advised by and must act on the advice of his British Adviser. The Mudir alone will give orders to his Wakis, or deputies, in his province, and even to the village sheikhs. The British Inspector will be constantly touring through the province, to see that the orders of Government are faithfully obeyed, and that extortion and tyranny are not practised. He reports cases to the Mudir which come under his observation. He tapers from the Minister, to the Mudir and to his district officer (informing the Mudir). He watches over the administration of justice in the native Courts, and the operations of the tax collector. He is the friend of the village sheikh, of the Waki, and of the Mudir.

If his advice is not followed he reports the circumstances to his official superior—the British Adviser to the Minister—but he is neither the official subordinate of the Egyptian Governor, nor is he his *de facto* master. If he is a man of tact, and of some experience (why should "young men fresh from England" be appointed to posts of such great and vital responsibility?), he will be regarded as a friend by those who are honestly endeavouring to rule justly. His advice will save the native officials from many a mistake, and the peasantry will regard him as an ally. The dignity of the native officials, from the Minister to the village sheikh, is preserved in their own eyes and in those of the people—a matter of transcendent importance to native rulers—for they alone can issue orders in the name of Government. The prestige of the controlling Power is equally preserved, for the British officer's advice cannot be lightly ignored, and he in turn is under the direct orders of the British Adviser only.

Space does not admit of elaboration, but I may add these principles are no empiric suggestion. They have been applied in Nigeria for the past 20 years with success, and the powerful Moslem States in that Dependency, (10 to 15 times the size of Egypt, with a population of six million souls), though well aware that England was at war with Turkey, have remained enthusiastically loyal, making voluntary contributions of many thousands of pounds for the prosecution of the war, and offering daily prayers in the mosques for the success of British arms. That Lord Milner, who is presently going as Special Commissioner to Egypt, recognises these principles may be seen by references to pp. 110, 111, 116, and 400 of "England in Egypt." The times have changed since he wrote that book, but principles, though susceptible of development, do not change.

attempt at disproof. It involves the conception of time as something which cannot be separated from the conception of space. Simultaneity in time is an experimental result and not a concept. Light takes equal time to travel up and down the ether stream because clocks, if set the same when placed together, change on being moved. Imagine two points A and B. Two similar clocks are set at exactly the same time by a person stationed at A. The second clock is taken to B, and the velocity of light measured from A to B and from B to A. The time taken for light to travel in one direction is found equal to the time taken for it to travel in the opposite direction; for, although the velocity of the light, metaphysically considered may be affected by the motion of the ether stream, the reading of the second clock during its transfer from A to B has been affected by an amount which exactly compensates.

So far the only evidence in favour of the theory has been of a negative kind. If the principle is true, certain effects which might be expected will not be observed, and experiment has always shown that they are. If—as there seems every reason to believe—positive evidence of an effect deduced from the theory has been obtained, the principle has received very definite confirmation. Its effect upon the fundamental principles of physical science it is difficult to over-estimate.

During the last generation many of our cherished conceptions have been severely shaken. Our belief in the infallibility of Euclidean geometry has received many severe blows, and on what basis it will rest when its very substructure is shaken is, at present, hard to realise. Yet out of it all, even if our beloved ether is nothing more than a set of equations written in outlandish symbols, we have won something more precious than belief, namely the right to doubt. Science has too long been fettered by convention and a scruple of authority.—A.G.W.



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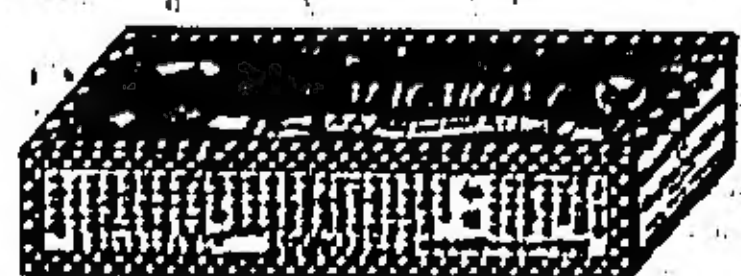
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G. R.

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G. R.

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E. D. O. WOLFE, Captain Superintendent of Police, Hongkong, September 3rd, 1919. [40]

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By Order of the Mortgagees.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction.

On FRIDAY, the 21st day of November, 1919, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT.

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions namely, Length 263 feet, Breadth 33 feet 6 inches, and Depth 18 feet 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUES, 123, Wing Lok Street.

Messrs. DEACON, LOCKER, DEACON & HARTSON, 1, Des Vaux Road Central, Vendors' Solicitors.

or to Mr. GEO. P. LAMBERT, The Auctioneer. [1462]

A. G. DA ROCHA.

IS THE AUCTIONEER.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 5223.

FAVoured with instructions from the Concerned.

will sell by Public Auction, TO-MORROW (SATURDAY), November 15th, 1919, at 1.30 P.M., at his Sale Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising—

Chesterfield Couch and Arm-Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bureaux, Mirror, Wardrobe, Pictures, Curtains, Bed Linen, Crochery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dining Room, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric boards and a long list of Sundries.

Catalogues will be issued.

Terms—Cash on Delivery.

Hongkong, November 12th, 1919. [248]

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

HAVING been Favoured with instructions from the Concerned, will sell by Public Auction, on MONDAY, November 17th, 1919, at 11 a.m. at the Sales Room (unless the purchasers take delivery of the Goods by that date).

660 CASES WIRE NAILS.

Comprising—

14 inch 120 cases

12 inch 120 "

3 inch 120 "

24 inch 120 "

22 inch 40 "

20 inch 20 "

Terms—Cash before Delivery. 20 deposit on the fall of the hammer. Hongkong, November 13th, 1919. [248]

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1871.

CONFECTIONERY:

we have received fresh stocks of

CADBURY'S

CHOCOLATES

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CHOCOLATES:

King George—Bourville Nut—

Queen's—Selected—Princess—

Boudoir—Exquisite—Opera—

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THE HONGKONG DISPENSARY.

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The Daily Press.

HONGKONG NOVEMBER 14TH, 1919.

THE OUTLOOK IN PERSIA.

It was natural for the SHAH, speaking as he was at a banquet in Manchester, to emphasise the commercial advantages which his country expects to derive from the Anglo-Persian Agreement, but it was not merely post-prandial courtesy that prompted His Majesty to take the business men of Manchester into his confidence.

The Anglo-Persian Agreement has certainly changed the commercial outlook in Persia for the better. Before it was signed, no group of financiers would have regarded even the richest mineral concession in the country as anything other than a hazardous speculation.

Even before the war, when a director of the Deutsch Bank visited the country to test its commercial possibilities, Persia realised how difficult it was to persuade financiers to regard its concessions as tangible security.

The revenue of the country has existed so far only on paper. For a decade or so it has either not been collected in the provinces or, when it has been collected, has not been remitted to the Treasury at Teheran.

The weakening of the central authority has, in fact, reduced the country to a state of absolute bankruptcy.

The war made the situation still worse. In spite of its neutrality, Persia suffered severely from the war in the Middle East, chiefly owing to the aggressive policy adopted by the Turks.

At the end of the war, the country was not only bankrupt but there were, in the words of the Persian Foreign Minister, "devastation, famine and epidemics" with which to contend.

With the central government and with no money or even the prospect of borrowing any, there seemed no hope for Persia.

The Agreement with Britain would be of little significance were it not for the fact that it makes the establish-

ment of order in Persia one of its principal terms. It provides the country with a considerable sum of ready money for the introduction of reforms and also with a guarantee for the improvement of the revenue system in the future.

With the aid of British advisers, Persia within a short time will have an efficient gendarmerie and a better system of government than it has known for many years.

Administrative reform is what the country needs most, and, with this assured, there is justification for the Shah's faith in the future. It will not be long before Persia is linked by railway with India, on the one side, and with Europe, on the other.

The time, in any case, has come when merchants everywhere can draw up their plans for conducting commercial operations in Persia with confidence.

For the next few years, however, the native population will not have money for luxuries, and the imports are likely to be restricted to the necessities of life.

There is every prospect of facilities being offered to those interested in developing the mineral resources of the country.

If a recent report may be believed, there is a new oilfield awaiting development, and, according to some Persians, there are coal, iron and other minerals in abundance.

If one half the reports about the latent mineral wealth of the country be true, it will not be long before the Shah's hope is realised and Persia regains its ancient position as a great mart for eastern and western trade.

One case (one death) of enteric fever was reported in the Colony on Wednesday.

Mr. E. L. Agassiz, solicitor, will return to the Colony from Japan on November 25th.

St. George's Hall has been fixed for January 8th (Twelfth night) at the City Hall.

It is understood that Mr. S. B. C. Ross, Postmaster-General, will leave for Home on holiday early next year.

Major and Brevet Lieut.-Colonel R. D. Crawford, D.S.O., R.G.A., who was in Hongkong a few years ago with the Hongkong-Singapore Battalion, R.G.A., has been seconded for service on the Staff.

A Chinese clerk was charged at the Magistracy, yesterday, with being in unlawful possession of a revolver, which, he said, belonged to a deceased cousin. The case was remanded, bail being fixed at \$500.

Capt. J. A. Fym, M.C., R.G.A., whose death was reported in the early days of the war and afterwards contradicted, is now serving at Ceylon as Adjutant to the R.G.A. Capt. Fym is a Rugby international and was well-known in this Colony as a subaltern before the war.

A pleasant afternoon is promised to lovers of music at the Helena May Institute on the 26th inst. The programme will be in the hands of Miss Betsy Wyers, the well-known pianist, who will be playing through the Colony. Miss Wyers, who has a very extensive repertoire, is described as possessing a fine singing touch and great technical skill.

A man was arrested on a charge of larceny on Wednesday evening and lodged in a Police cell. Yesterday morning all the occupants of the cells were taken to the Magistracy for trial. When the larceny case was called on, the accused was found to be missing. Enquiries elicited the fact that he had escaped, and an open warrant was issued for his arrest.

Two months ago the London Post Office informed the local G.P.O. that arrangements were being made for a weekly mail Service to the Far East. Since then a circular has been received countermanding this, though for what reason is not known.

The delays in the arrival of mails from Home are due either to transshipment at Negapatam or Singapore. The Post Office, however, hope to resume the pre-war weekly service soon.

Sergeant Murphy, of the Yaumati Police Force, received information on Wednesday night, that a gang of robbers intended to carry out a raid upon a money-changer's shop. He therefore went to the place, in command of a posse of detectives, and noticed two men standing opposite the shop behaving in a very suspicious manner.

He inquired what they were doing and they replied that they were strangers in the Colony. He examined them and found one in possession of two loaded revolvers. The men were then arrested and taken to the Yaumati Police Station.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

PREMIER'S RESOLUTE ATTITUDE TOWARDS THE ANFUITES.

PEKING, November 13th.

The Premier, notwithstanding the opposition of the reactionary Anfu Club, persists in submitting to Parliament the Cabinet Ministers selected by himself.

The Anfuites have offered to compromise by accepting all the nominations except that of Chow Tsu-chi for the Ministry of Finance.

The event took a dramatic turn to-day, when the Premier stopped all Anfu subsidies, affecting eighteen newspapers in Peking. A disruption is ensuing and the Anfu Club members are complaining that their leaders are making the Club unpopular by unnecessary political obstruction.

CANTON NEWS.

November 13th.

THE ARREST OF THE STUDENTS.

The eleven students who were arrested for creating a disturbance in front of the Sincere Company's premises on Saturday are still detained in the Government Reformatory. The principals of the schools have marched at the head of about 4,000 students to the headquarters of the Military Government, the Tuchun and the Civil Governor to demand the release of the prisoners, but no definite reply has been given to them.

The Superintendent of Police has issued proclamations concerning the students' disorderly movements as calculated to cause grave inconvenience to merchants.

It is stated that the authorities have decided to release the students if they will sign a statement expressing repentance.

Several of the local newspaper offices have been searched by the police and five journalists have been detained on the charge of having issued leaflets inconsistent with the true facts of the case.

The M.P. and the members of the Provincial Assembly have passed resolutions demanding the dismissal of the Superintendent of Police for his "high-handed" action in arresting a member of the Provincial Assembly and the students.

The Military Government has issued the following regulations:—(1) Germans and Austrians are not to be interned, as before, but must report their arrival, departure, or change of address to the local authorities; (2) the prohibition against the publishing of books and newspapers by Germans and Austrians is abolished, but they must observe the regulations relating to publications; (3) the signature of papers upon their arrival is abolished; (4) the special allowances granted to them during the war will cease.

THE TUCHUN'S MOVEMENTS.

In regard to the Tuchun's sudden departure from Canton by the gunboat Tung-Hoi on the night of the 8th inst., news has been received that Mok Wing-sun passed Wuchow on the evening of 8th en route to Kwangsi.

Another message states that Mok has gone to Kwangsi by the No. 1 gunboat of Kwangsi, accompanied by Kwok Chun-shum (his chief adviser) Leung Shi-mo (vice-minister of Foreign Affairs to the Military Government), and two other officials. Mok has telegraphed to his yamen stating that he arrived at Chum-chow on the 10th, and was going to visit General Luk Wing-ting in Morning.

The Tuchun's duties are being performed by Commander Ma-chai, Superintendent of the Canton Arsenal, and Mok, it is said, will not return to Canton as he has decided to retire.

It is also reported that Shun Chun-hen, Chief Administrative Director of the Military Government, has gone to Kwangsi with the Tuchun to consult General Luk.

THE ITALIAN FLYING CORPS.

It is reported that the authorities have selected a certain place in the Poon Yu district, near Canton, as a landing place for the Italian Flying Corps, when they visit Canton shortly.

The Italian Minister in Peking has informed the Peking Government that the Italian Flying Corps, consisting of ten aeroplanes, will visit Peking, and the Premier has set aside the Nam Yuen garden as a landing place for the machines.

CABLES.

LATEST CABLES
[THROUGH REUTER'S AGENCY.]

MINERS' STRIKE IN AMERICA

COALING OF FOREIGN SHIPS.

WASHINGTON, November 9th.
The order prohibiting the coaling of foreign ships has been modified, enabling foreign ships to take sufficient coal to carry them to the next bunkering station.

THE FIUME IMPASSE

SKIRMISH BETWEEN GOVERNMENT TROOPS AND REBELS.

BELGRADE, November 9th.
The Serbian Official Press Agency states that there has been a skirmish between Italian Government troops and the troops of D'Annunzio in which the Government troops suffered considerable losses.

EARLIER CABLES

FRENCH ELECTIONS

M. MILLERAND'S ELECTION CAMPAIGN.

PARIS, November 5th.
A Havas message says:—
Paris is busy preparing for the legislative elections. Thirty-two lists of candidates have been deposited at the Prefecture of the Seine.

M. Millerand, High Commissioner for Alsace-Lorraine, addressing his constituents in Paris said that the Allies, having fought together on the battlefield, must help one another during peace.

THE WAR ON TUBERCULOSIS.

CONFERENCE TO BE HELD IN PARIS.

PARIS, November 9th.
A Havas message says:—
It has been decided to call a conference in Paris next October of delegates of the Anti-Tuberculosis Societies in the various countries belonging to the League of Nations.

DEVASTATED FRANCE.

A VISIT FROM THE KING OF SPAIN.

PARIS, November 9th.
A Havas message says:—
Before leaving Paris for Madrid, yesterday, the King of Spain paid a visit to the devastated areas around Noyon, Soissons and Caen.

THE PRESIDENT OF FRANCE

ON A VISIT TO ENGLAND.

PARIS, November 9th.
A Havas message says:—
The President of the French Republic and Mme Poincaré leave Paris at 10.10 p.m. to-day for London, where, tomorrow afternoon, they will be received at Victoria Station by the King and Queen and welcomed to the British metropolis.

"POLLY WITH A PAST."

"Polly with a Past" will probably be regarded as the greatest success of the Frawley Company in Hongkong. The comedy bears on it the Belasco impress, the hall-mark of merit. It kept a crowded house at the Theatre Royal last night, enthralling, calling forth hearty outbursts of laughter. Miss Vera, Doris, in the name part, proved herself a talented artist and Mr. Homer Barton filled the role of the simpleton, Rex Van Zile, with credit. Mr. Henry Crosby was deliciously droll as Stiles and Mr. Albert Morrison and Mr. Rodney Hildebrand as Harry Richardson and Clay Coulum contributed materially to the success of the performance.

Tonight, the Company present "Lombardi Ltd."

THE WRECK OF THE "FAZILKA."

A STORY OF MIND, MUSCLE AND DISPATCH.

The wreck of the Fazilka is thus described in the *West Malaya Gazette*, a weekly paper pointed out on the steamer:—
Characterized by dispatch and good seamanship, the rescue of six hundred souls of the British India steamer *Fazilka*, was performed in six hours by the American steamer *West Malaya*, assisted by the British tanker *Mytilus* and several boat crews of the stranded ship.

The first news of the ill-fated *Fazilka* was a radio message calling for immediate assistance received by Chief Radio Operator F. J. Feulner, of the *West Malaya*, at 3.30 a.m. on October 31st.

Captain Humphrey of the *West Malaya* immediately changed the vessel's course, ordering all steam. The British tanker *Mytilus* had also picked up and followed the *West Malaya* to the wreck by an hour.

AT THE WRECK.
The *Mytilus* hove to and anchored a mile and a half to the leeward of the stranded vessel, and the transfer of passengers commenced without delay. The anchor went down shortly after noon, and within five minutes the first boat-load of passengers was alongside. The work of transferring the *Fazilka's* people continued until six thirty. Two of the *West Malaya's* lifeboats were lowered. One was in charge of the Chief Officer, Mr. Gray, and the other by the Boatswain, Mr. Sturges. Volunteers manned the others for the long, hard pull. In every boat that left the side was an odd combination of seamen, firemen, water-tenders, oilers, and messboys, each one bending his back like a veteran life-saver, and all working together in a form surprising to a hastily picked crew. When the call for assistance came, the *West Malaya* was about fifty-three miles to the southward of the Nicobar Archipelago, on her course from Suez to Singapore.

THE WRECK.
The *Fazilka*, built in Glasgow and operated by the British India Line, Captain V. P. Wiles in command, was en route from Singapore and Penang to Madras, when she struck on the southern shore of the Island of Great Nicobar. It is said the vessel was travelling at full speed when she struck, wedging her tightly between an enormous coral known as "Boat Rock," and the mainland. Her bottoms were ripped open, and her holds filled rapidly to a depth of 15 feet in holds 1 and 2. She struck at night in rather thick weather, but no wind to speak of. So long as the weather remained fair it was thought she would hold together, although a very light wind from the wrong quarter might finish her with despatch.

THE WRECK.
The *Fazilka* struck at 2.30 in the morning and, being unable to take an observation, gave her position by chart. This position being about fifteen miles to the northward of her true position there was a while some fear lest she had sunk before aid could reach her. But the radio quickly disproved this theory and her funnel soon hove in sight. The tanker *Mytilus*, bound from Singapore for Colombo, took off the thirteen cabin passengers since he was bound their way. The remainder of the passengers, about 600 in number, were entirely Hindus. As the tanker could not accommodate more than 100 of them, they were all brought aboard the *West Malaya* and quartered in the fore-cabin, the forward tween-deck, and on the open decks, with awnings spread for them where possible. The Hindus, who were bound for Madras on a religious pilgrimage, will be dropped at Penang, whence most of them have come.

HOW IT HAPPENED.
There is, of course, at present no official story of just how the *Fazilka* came to grief. Why Master, Third Assistant Engineer of the *West Malaya*, who went aboard, has this to say:—"The *Fazilka* went ashore at 2.30 in the morning on the Second Mate's watch. The Second Mate says he believed the ship was to the northward of the island instead of the southward. As the night was thick, he found himself close aboard of Boat Rock before he saw the breakers around it. Believing the island lay to the port, he put the wheel hard a-starboard and fetched her up neatly between Boat Rock and the shore."

PRAISEWORTHY WORK.
Although there was nothing about the rescue work of a particularly spectacular nature, the work of the *West Malaya* crew was worthy of the highest praise. Time and again the boats ferried between the rescuing and the stranded ships, the best part of two miles, with rather a heavy swell running. The boat and the burning sun added to the trials of the crewmen. Alongside the wrecked vessel the handling of the boats was particularly difficult owing to the surf surging in along the beach. Here the boats had to be held in position by main strength and steadiness while the terror-stricken Hindus tumbled in and took place in the bottom of the boat well clear of the oars. Twenty at a time the Hindus were ferried to the *West Malaya*. Many of them were so weak that the sailors had literally to carry them aboard. Babies of all ages and shades of brown, from a few weeks old up to tottering patriarchs, who will never again see the century mark in years, all were passed or handed over the side by rough-looking sailors who found they were admirable nurse-maids when the occasion arose. Many of the rescued on raising the *Modus* deck knelt in their tracks to thank the men who had saved them, but who were too busy saving others to take notice of them. In the transfer of the 600 in small boats, not a person was lost or hurt, and not one suffered even so much as a dip. The story is one of mind, muscle and dispatch.

FALL IN OUTPUT OF SILVER

EMPIRE'S RESOURCES.
[FROM A CORRESPONDENT TO "THE TIMES" TRADING SUPPLEMENT.]

The world's output of silver, which has this week (September 29th) realized 35.3d. per ounce, reached the highest recorded figure during the years 1911 and 1912.

Mexico, the United States, and Canada are by far the largest producers of silver, and the main factor in the decrease in world's output is the fall of Mexico's exports from 87 million ounces in 1911 to 35 million ounces in 1915. Silver production in the United States was maintained during the war period at an average of 74 million ounces a year but there was not the steady increase that had been going on year by year prior to 1914.

Canada's production, too, has fallen from over 32 million ounces in 1911 to 22 million ounces in 1917, whilst Australia, formerly the fourth largest producer, yielded only a little over four million ounces in 1918 as compared with 17 million ounces in 1911.

INCREASED DEMAND.
The high price of silver which now prevails (the highest for nearly 50 years) may thus be attributed, in the first place, to the usual cause of a rise in the price of a commodity, namely, a diminution of the available supply. But there have been other contributory causes, including an increased demand in several directions. Our own Royal Mint has coined exceptionally large quantities of silver during the war, and other European countries also have increased their silver coinage.

All the far Eastern countries, with the exception of Japan, which produces a considerable quantity of silver, absorb silver and the prosperity which they have enjoyed during the years of war has increased their demand. In ordinary times India absorbs silver for coinage, for personal and other ornaments, and for hoarding, at the net rate of 60 million ounces a year, and this silver never reappears in the world's markets. During the last two years the Government of India has coined much larger quantities of silver than usual.

The United States is usually a large consumer of silver for coinage, for industrial purposes, and for articles of luxury, but a large increase took place in exports of silver from the United States in 1915, as shown by the following figures:

Value in thousands of dollars.
1914..... 52,567
1915..... 45,977
1916..... 53,171
1917..... 74,011
1918..... 139,181

The United States will no doubt have to replace this excessive depletion of her silver reserves in the near future, and the demand thus caused will help to maintain prices. A minor contributory cause of the high price of silver is the use of the metal in large quantities for the photographic processes incidental to the great and growing moving picture industry.

A factor which tends to depress the output of silver during the last few years was the abnormally high prices of base metals, which, in many instances, led mining companies producing silver as a by-product, to increase their extraction of base metals and reduce the extraction of the silver contents of their ores.

MENACE OF THE EIGHT-HOUR DAY.

FAMOUS SHIPBUILDERS' WARNING.
"A FOOL'S PARADISE."

The British people cannot have either a materially or spiritually better world without doing more work, and unless the truth is recognised vague rhetoric and camouflage about 'building up a new world where Labour shall have its just reward' can only do harm and retard the coming of that better time.

This striking sentence forms part of a grave warning to the Prime Minister and the nation's leaders by Sir George B. Hunter, one of the largest shipbuilders in the country, and head of the great firm of Swan, Hunter, and Wigham Richardson, Limited, of Wallsend-on-Tyne.

He takes special exception to the introduction of the universal Eight Hours Bill at this time of crisis in the nation's history. In the course of a letter he says:—

"Never before has there been half so much need of increased output, increased exports, and the increased production of wealth. We are living on credit and our credit is being rapidly consumed. Our capital is being rapidly conscripted, and at the present rate of waste it will not last many years. It is well known that we are spending too much and working too little. It is practically certain that we are in imminent danger of such a partial or complete collapse of our financial and industrial prosperity as will cause widespread unemployment."

Yet it is a fact that we are now living in a fool's paradise and doing less work and producing wealth more slowly than before the war. The people have been and are being encouraged to believe that without increased exertion they can build a better England and be more prosperous than before the war.

THE COST OF LIVING has become more and more oppressive, not so much by profiteering, as by under-production, excessive consumption, and high wages. Yet shorter and still shorter hours of work are higher and still higher wages (not only for the lower paid, but for the highest paid workers) are being demanded.

At this time our Government has chosen to introduce a Bill to limit, under penalties, the increased production of wealth by depriving men who are now free and perfectly able and willing to protect themselves, of their right to work more than forty-eight hours a week.

Such a proposal would be at any time economically unsound and suicidal, and a gross infringement of individual liberty. There never was a time when it was less needed, there never will be a time when it could be so harmful as now. It should be added, this Bill is not, as is asserted, a measure that has been agreed or approved by properly accredited representatives of labour and capital, and what is quite equally important, of the consumer.

"The average output of work in Great Britain through excessive holidays, short time keeping, and the lack of effort to produce wealth and, it must be added, even by a widespread desire (due to ignorance) to restrict production is not much more than half of what it might be, and should be. It is quite futile for any one to deny that there is a considerable amount of voluntary limitation and slackness."

This, at least, will be accepted by the thoughtful Labour leader and trade unionist; that, however the profit may be divided, nothing can prevent the workers from greatly benefiting by increased production. They cannot fail to benefit much more than employers or capitalists. It will provide, as it has in the past provided, an increase in real wages. It will cause not unemployment, but better employment."

The output of silver in Queensland was 241,630oz. in 1917. Most of the important gold mines of Queensland yield silver, but silver mining *per se* is carried on somewhat apathetically. Large deposits of silver and copper are still available in the Lady Jane and Giorina mines in the Mungana district, near Chillagoe, and there are signs of work being resumed there.

There are no silver mines working in the United States at present, but the silver contained in gold bullion produced in 1917 was 938,146 fine ounces, roughly 10 per cent. by weight of the gold. Two lodges of argentiferous copper ores have been worked in the past—the Willows Silver Mines, near Pretoria, and the Alberta Silver Mines, near Bronkhorst-spruit. In neither, mine was worked attended with success, possibly because at the time railway communication was not established and working costs were extremely high. The present demand for silver may lead to these dormant mines being reopened.

OUR FOREIGN TRADE.

FROM 1914 TO 1918.
HUGE DEBIT BALANCE.
[BY THE CITY EDITOR OF THE LONDON MORNING POST.]

It is doubtful whether a full statement of our foreign trade during the years of war will ever be completely recorded. There was published, yesterday, the annual statement of the Trade of the United Kingdom with Foreign Countries, and inasmuch as the figures cover the years 1914 to 1918 inclusive, it might at first be supposed that a complete survey could be obtained of the trade movements during that period. Unfortunately, however, the statistics, though sufficiently valuable, are weakened by the fact that for the greater part of the war period previous to July, 1917, only very partial details were given of the imports, the purchases of certain commodities by our own Government or the Governments of the Allies not being included. After July, 1917, the figures as regards imports were of a more complete character, while only those exports were excluded which referred to foodstuffs and articles for the use of our Forces on active service. In noting the figures for the five years it is most essential, therefore, to bear this point in mind, because there are two practical points which arise. On the one hand, it is clear that for the years 1915 and 1916 the real excess of imports over exports was worse than appears from the published figures, and this being so, it follows, on the other hand, that the steep ascent in the excess of our imports over exports shown in the years 1917 and 1918 was not so great as would appear from the figures, the returns of the previous years having been incomplete.

OUR WAR SACRIFICE.
Subject to a careful consideration of these points, the figures of the returns are none the less instructive, and while space prevents dealing with them in much detail, it will be well that the main facts should be clearly grasped, because they serve further to emphasise the great cost of the war to this nation, as measured not merely in actual outlays but in loss of trade, a matter which, quite as much as our actual borrowing abroad, explains our present troubles in the matter of adverse trade balances and unfavourable foreign exchanges.

First, then, may be shown at a glance the totals of imports and exports for the five years under review, the figures being given in millions of pounds. The third table, it will be noted, gives the excess in each year of imports over exports, and the total of such excess for the five years:

TOTAL IMPORTS.					
(In millions of pounds.)					
1914	1915	1916	1917	1918	
Food, drink, and tobacco	297	381	410	453	570
Raw materials and articles mainly unmanufactured	237	247	337	385	458
Articles wholly or mainly manufactured	160	181	180	218	250
Miscellaneous	3	3	4	6	8
Totals	697	812	931	1062	1316

TOTAL EXPORTS INCLUDING RE-EXPORTS.					
(In millions of pounds.)					
1914	1915	1916	1917	1918	
Food, drink, and tobacco	44	47	51	24	16
Raw materials and articles mainly unmanufactured	111	107	118	110	75
Articles wholly or mainly manufactured	363	315	420	443	419
Miscellaneous	4	13	19	20	22
Total	522	482	608	597	532

Excess of Imports over Exports over 12 months ending 1918 (in millions of pounds):
Exports..... 171 368 846 467 791—2,136

We have already given one of the reasons why the figures for 1917 and 1918 are so much worse in the matter of our adverse trade balance than in the three preceding years; but there is another reason, namely, that the trend of prices of commodities has been in the upward direction all the time, so that to-day the stand at about the highest level on record. This, of course, has been a matter working cumulatively to our disadvantage all the time. It is true that our exports have also been affected to some extent by the same circumstance, but, inasmuch as our imports have been so much greater, the loss we have sustained as a country through these high prices has been enormous. Moreover, it is to be feared that there is not much encouragement to be obtained from the remembrance that, to some extent at all events, the excess of imports over exports may have been offset by invisible exports in the shape of high freights. Not only were our shipping facilities curtailed during the war and the actual loss of tonnage suffered one of the most serious items in war costs, but in place of our receiving large sums in dividends on our American investments, we probably sold to that country in the years under review something like one thousand millions sterling in securities.

So far as the official Bluebook is concerned, the story of our trade stops with the year 1918, but since then we have had the monthly returns for the present year, and it is instructive, therefore, to turn to these, and see how far there has been an improvement in the position during the present year, when there has been no actual war in progress. The figures are, of course, available for the eight months of the year, but it will be easier for purposes of comparison to refer only to the first six months, and for that period our imports amounted in value to £764,000,000, or considerably more than one-half of the total for the whole of last year, while our exports were £329,000,000 for the six months.

COL. JOHN WARD ON BOLSHEVISM.

PACIFISM IN THE LIGHT OF FACTS.

Mr. J. Havelock Wilson, M.P., presided at the annual dinner of the National Sailors and Firemen's Union, which was held at Gaiety's Restaurant, Strand, on September 22nd.

Colonel Ward, in responding to the toast of "The Services," said it did not seem to him that one-half or one-fourth, or even a thousandth part of the people quite understood the wonderful age in which we had lived during the past four or five years. Of all the ages of the world this was the heroic age. Nay, clash of interest, no clash of ideas, no clash of brute force had ever brought forward the enormous human energy, force, and heroism that we had seen during that time. No one would ever dream now of going back to dim and distant history to find more heroic conduct than that of the people to whom we belonged.

He had stood on a platform many a time denouncing conscription and war as vigorously as any man in any part of the country, but he was very much afraid that the very fact that they so placed that policy of pacifism before the war in the first programme of their Labour movement had produced the very reaction that they had most tried to avoid. From that time they were afraid, and not prepared to shoulder the responsibility that history had placed on our race. It was useless to talk about testing the Army and Navy and Auxiliary Forces, for there could not be anyone left out of them to respond. The gathering that night mostly represented the mercantile marine, without which nothing could have been done. We could not have rendered assistance in any part of the world if it had not been for the men who did not fear to go down to the sea in ships in spite of the treachery of the foe.

"NOT AN IDLE SPECTATOR."
Referring to Russia, he said no one could ever describe exactly what had occurred in Russia during the last two or three years. It was impossible to contemplate that humanity could become so insane as to bring about what had happened in Russia. No one could sleep in a house or eat unless he conformed to the Bolshevik creed. And that, was democracy according to Mr. Ramsay MacDonald. Not only men but their wives and families would be tortured, and they could not even whisper their thoughts in the streets, for if they did they might be dead in a few hours. They would not be able to sit together in a gathering like that in Russia, for most likely, if they did, they would hear revolver shots, and in less than 20 seconds perhaps four or five of them would be lying dead on the floor. They could not call out for policemen to keep order there.

The Labour movement is entitled, continued Colonel Ward, "to everything it can secure within the Constitution by orderly means, but it must not think it would sympathize with anything like that I have seen in Russia, and I would not be an idle spectator if such a thing showed itself in this country." Men could not see what he had seen and listen patiently to a disputation as to whether Bolshevism would not be a good thing for England.

It was due to the Services, members of which had saved their lives in combating the atrocities of Central Europe, that they ought to be the least bit of not only by this country but by the whole of mankind. He could not allow that occasion to pass without making a reference to the gallant crew who had done so much towards the safety of his battalion, Flynn, the master of the ship. He did not know whether any honour was being bestowed upon Captain Flynn, but he was a gallant man. (A voice.—"Yes, and an Irishman.")

Colonel Ward—So long as you also say a Britisher I don't mind. (Laughter and cheers.)
Colonel Leslie Wilson, M.P., responding to the toast of the Minister of Shipping, said that all the Ministers, that of Shipping had been least criticised in the last Session of Parliament. The public and those who represented them in Parliament thoroughly realized the debt they owed to the Mercantile Marine, and they were anxious to repay that debt in some tangible manner. They wanted a steady flow of well-disciplined men into the Mercantile Marine, and they hoped that in due course there would be set on some acceptable scheme under the management of owners and men which would maintain for all time a steady flow of British men for British ships. The future of the National Maritime Board rested with them. The Ministry to which he belonged was anxious to give its assistance towards the formation of a joint industrial council. That the Ministry of Shipping had not come to an end was no fault of the Ministry itself. The sooner they got back to freedom the better for the country, but it was essential that the lessons learned in the war should not be forgotten.

months, as compared with £532,000,000 for the whole of 1918. In other words, the position as regards imports was rather worse, while as regards exports it was rather better, while the total excess of imports over exports for the first six months of the present year was £236,000,000 as compared with £764,000,000 for the whole of last year. Here, again, no doubt we see the ill-effects of the high prices of commodities, and while during the past two months there has been considerable improvement, especially as regards our exports, it is impossible to study our trade figures without a profound sense of the task which lies before us if we are to recover from the adversity occasioned by the war.

Yet these are the times and the conditions when a certain section of the Labour community, which did its best to rob us of the victory in war, seems now determined to refuse for preventing our recovery from the inevitable financial difficulties arising out of the war.

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And

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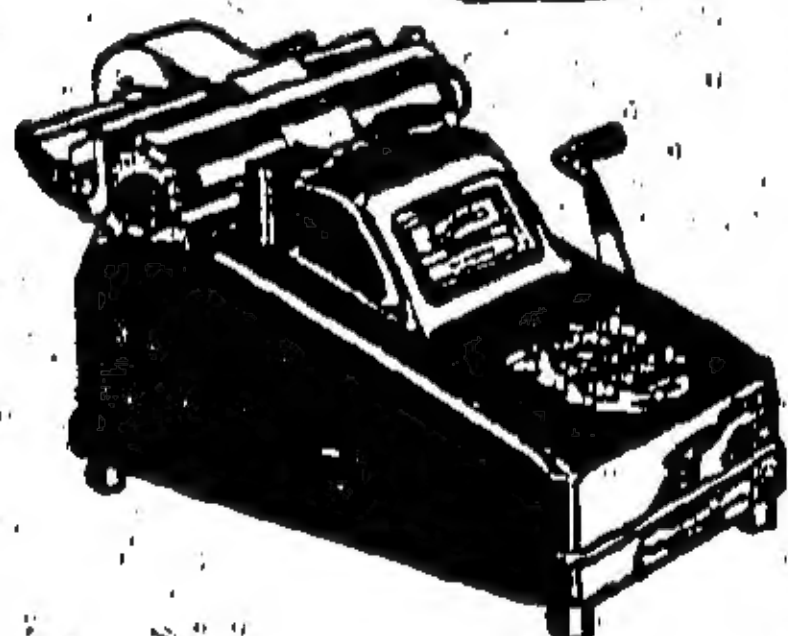
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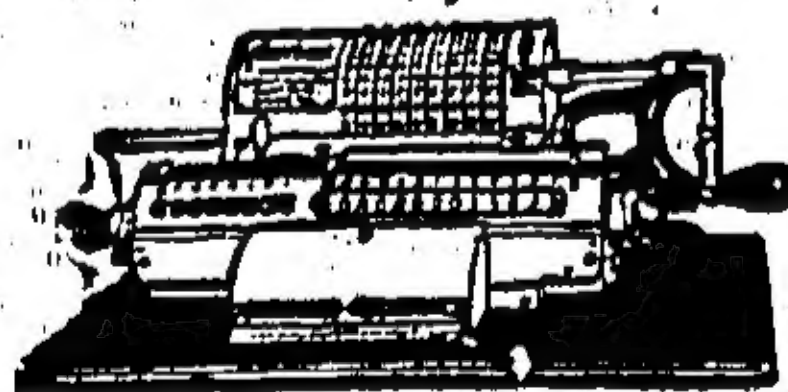
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GERMAN INFLUENCE UNBROKEN.

ECUADOR IN PEACE TIME.

[FROM "THE TIMES" CORRESPONDENT.]

QUITO, ECUADOR, (By Mail).

In this remote and little-known corner of the globe, high up in one of the valleys of the Andes, far removed from the thunder of the guns that have shaken Europe, a small British colony has anxiously watched the progress of the struggle during the four long years of the war with Germany. Some few of the native Ecuadoreans sympathized with the Allied cause, but the vast majority of the people were emphatically pro-German. The reason therefor it is not difficult to recognize.

Is the first place, practically the whole of the import trade of the country and a not insignificant part of the export trade were, and long had been, in the hands of Germans, and it must be admitted they had done everything to deserve it. They adapted themselves, as those of no other nationality have, to the conditions and requirements of the market; they manufactured and exported goods to meet the particular and peculiar needs of this people; they carried on correspondence and published catalogues and price lists, not in their own unknown language, but in Spanish; they met the small merchant and trader more than halfway in the matter of easy terms of payment; German agents represented German houses; and in order that no want should go unsupplied they imported British, American, and French goods whenever there was any call and when German goods would not meet the requirements. Greatly to the shame of British houses these were not infrequently represented here by Germans. The writer knows personally the case of one German, acting as the agent for British hardware firms, who as late as well into the third year of the war—1917—could still make it his boast that he booked good orders and collected the corresponding commissions. The Ecuadorean shopkeeper had been made to feel his dependence on the German, and he consequently resented bitterly the restrictions placed upon German trade during the war, for thereby "the hope of his gains was gone."

Then the Church used all its influence in favour of Germany and taught its people, publicly and privately, to pray and work for the success of the Germans in all possible ways. Not even Germans themselves could successfully vie with the Roman Catholic clergy as German propagandists. The common masses, and the more fanatical of the upper classes, among whom the name of Germany had, previous to the outbreak of the war, been perhaps less known than that of China, in a country where France had hitherto been a household word, became enthusiastic sympathizers with the German cause as soon as hostilities commenced. "France needs to be punished for her apostasy and the expulsion of the religious orders," was the argument used.

GERMAN OFFICIALS.

The army also, partly organized by Germanized Chilean instructors and German officers, glorying in German uniforms and helmets and the beauties of the goose-step, and convinced of the superiority of German military organization, tactics, and arms, was naturally pro-German almost to a man. Lastly, the Government, had placed German teachers in charge of their normal schools for both sexes, and had renewed their contracts during the war, had charged German firms and engineers with the construction of their railways, had a German German technical adviser at the Ministry of Public Instruction, and another at the Ministry of Public Works. Most of these are still at their posts, and their influence cannot be overestimated. There is reason to believe that financial pressure had more to do with the rupture of relations with Germany than any question of sympathy with the cause of the Allies on the part of the individual members of the Government.

In such circumstances the British Diplomatic and Consular representatives had no easy time during the war. In spite of all their efforts, however, the Germans in Ecuador while suffering from many restrictions continued to flourish and still do. Surrounded as they have been by sympathizers they never lacked "cloaks" and the strictest enforcement of Statutory List regulations could at no time have been in excess of what the situation called for.

Naturally the news first of the armistice and recently of the signing of the Peace Treaty was welcomed by all parties. Those of us of Allied nationality rejoiced to learn that Germany had been forced to accept terms of peace; the German sympathizers of all kinds were delighted to learn that Germany was not going to be utterly annihilated. Hence, though from different motive, peace has been very generally and sincerely celebrated here.

NO RHINE MARRIAGES.

The War Office issued the following statement last night:—
Statements have recently appeared in the Press to the effect that it is "quite a common thing to see British soldiers marrying German girls," and a Leeds soldier, in particular, is said to have declared that "he went to Cologne Cathedral and there saw twenty-three British soldiers, being married to German women."

In response to an inquiry by the War Office as to the truth of these statements, the General Officer Commanding-in-Chief, Army of the Rhine, has replied as follows:—
"Report absolutely untrue. No marriages between British soldiers and German have taken place in Cologne Cathedral, nor have any such marriages taken place in the occupied territory as far as can be ascertained after interrogation of the German authorities."

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"Scripps" Marine Motors, E.B., Six Cylinder, Medium Duty, 40/55 H.P.
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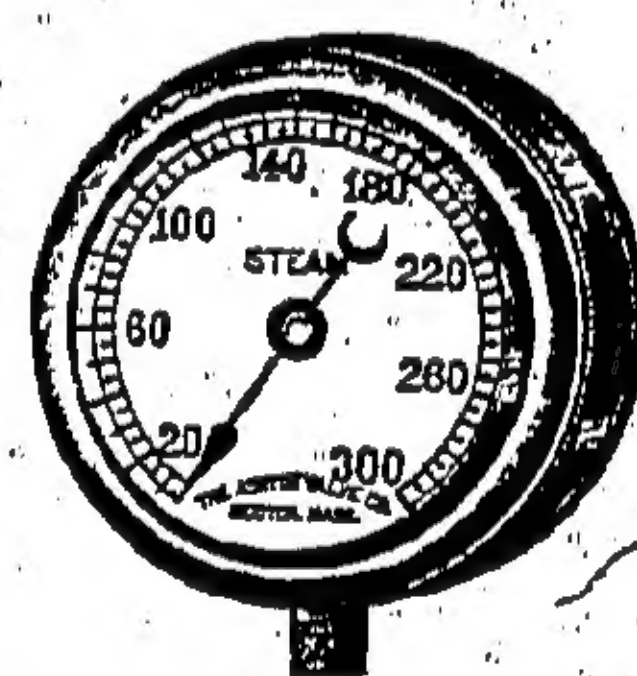
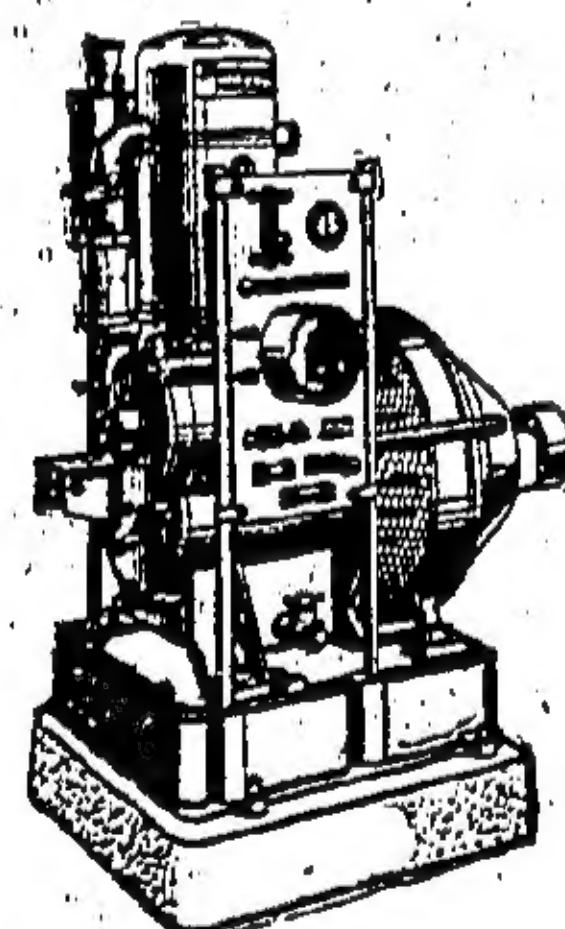
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SWATOW and BANGKOK	"LIUOHOW"	On 18th Nov.	9 A.M.
SHANGHAI	"SHANTUNG"	On 18th Nov.	Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 18th Nov.	3 P.M.

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"HAICHUNG"	Capt. Thompson	SUNDAY	16th Nov. at 9 A.M.
"HAICHONG"	Capt. J. W. Evans	TUESDAY	18th Nov. at 1 P.M.

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Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NOVARA	18th Dec.	23rd Jan.	1st Feb.
KASHGAR	28th Dec.	30th Jan.	8th Feb.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DILWARA	18th Dec.	2nd Jan.

FOR

CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due at Calcutta about
GREGORY APCAR	17th Nov. at 1 P.M.	8th Dec.

FOR

AUSTRALIAN PORTS VIA TORRES STRAITS.

Steamer	Leave Hongkong about	Due Sydney about
EASTERN	26th Nov.	17th Dec.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due YOKOHAMA about
NOVARA	18th Nov.	2nd Dec.
ARATON APCAR	18th Nov.	27th Nov. (Kobe).
KASHGAR	28th Nov.	8th Dec.
DILWARA	4th Dec.	7th Dec. (Shanghai).

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
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Steamers	Tons	Leave Hongkong
* PERSIA MARU	9,000	Nov. 14th.
SIBERIA MARU	20,000	Nov. 28th. (from Kobe)
KOREA MARU	20,000	Dec. 2nd
* NIPPON MARU	11,000	Dec. 8th. (from Yokohama)
TENYO MARU	22,000	Dec. 18th.
SHINYO MARU	22,000	Jan. 18th.

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KIYO MARU	17,200	Jan. 24th. 1920.
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SHANGHAI	"SUHARHORST"	—	On or about 30th Nov.
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"SEATTLE MARU"	Monday, 24th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU"	Thursday, 20th November.
"BURMA MARU"	Thursday, 6th December.
"KASADO MARU"	Friday, 7th December.

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"UNSAN MARU"	Monday, 1st December.
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"KUNAJIRI MARU"	Thursday, 16th November.
	Friday, 5th December.

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"KAJO MARU"	... Sunday, 16th November
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"BOSHU MARU"	... Thursday, 20th November
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